

**M. Gains**  
**COURT MILLINER.**  
No. 112, ROBINSON RD.  
KOWLOON.  
FROM MONDAY next,  
December 16th,  
A SPECIAL SHOW OF SEMI  
TRIMMED FELT, STRAW  
AND TRAVELLING HATS.

# The China Mail.

ESTABLISHED 1840

**M. Gains**  
**COURT MILLINER.**  
HOTEL MANSIONS,  
AND  
12, ROBINSON ROAD,  
KOWLOON.  
FOR  
Hats, Toques & Blouses

No. 13,950

號四廿月二十年七零百九千一英

HONGKONG TUESDAY, DECEMBER 24, 1907.

日十二月一十年未丁

PRICE, \$3.00 Per Month.

## Intimations.

**THORNE'S**  
OLD VAT

PER CASE \$14.



**SCOTCH WHISKY.**

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
**A. S. WATSON & CO., LTD.**  
Hongkong, May 1, 1907. 738

## CHRISTMAS HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 64 of 1872 the Exchange Banks will be closed for the transaction of Public Business on WEDNESDAY and THURSDAY, the 25th and 26th Inst., respectively.  
Hongkong, 20th December, 1907. 2018

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## CHRISTMAS HOLIDAYS.

NOTICE is hereby given that Fire Insurance Office will be closed for the transaction of Public Business on WEDNESDAY and THURSDAY, the 25th and 26th instant respectively.  
By Order,  
A. R. LOWE,  
Secretary.  
Hongkong, December 23, 1907. 2025

## A. S. WATSON & CO., LIMITED.

## THE HONGKONG DISPENSARY.

## NOTICE.

FOR the Convenience of Customers, Our Store and Wine and Spirit Department will remain open until 7 p.m. on Monday 23rd and Tuesday 24th Instant. On Xmas day and 26th Instant the hours of business will be from 10 a.m. until 1 p.m.

## THE KOWLOON DISPENSARY.

Will observe the same hours of business.  
A. S. WATSON & Co., Ltd.  
Hongkong, December 21, 1907. 2017

## NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 646 the Exchange Banks will be closed for the transaction of Public Business on WEDNESDAY and THURSDAY, the 1st and 2nd January respectively.  
Hongkong, December 23, 1907. 2024

## THE PHOENIX CLUB LIMITED.

## NOTICE.

THE STATUTORY MEETING of the above Company will be held on MONDAY, December 30, at 5.30 p.m., at the Club Premises.  
By Order,  
E. GRANVILLE JORDAN,  
Secretary.  
Hongkong, December 21, 1907. 2019

## WANTED.

AN APPRENTICE to the Millinery Department for Kowloon branch. Apply to  
**M. GAINS,**  
HOTEL MANSIONS.  
Hongkong, December 20, 1907. 2010

## WEST RIVER TRIPS FROM HONGKONG.

## Round Trip 6 Days.

Comfortable Steamers—Delightful Climate. THE most interesting and picturesque scenery in South China. For further information, apply to  
**BUTTERFIELD & SWIRE,**  
Agents, West River British S.S. Co.  
Hongkong, October 25, 1907. 1706

## Business Notices.

## FOR SALE

**ROCK BORING DRILL, 500 ft.**

**W. S. Bailey & Co.,**

ENGINEERS,

20, CONNAUGHT ROAD CENTRAL.

**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.  
s.s. POWAN, 2,383 tons, Captain H. Irwin Black.  
s.s. FAIRSHAN, 2,360 tons, Captain C. V. Lloyd.  
s.s. KINSHAN, 1,996 tons, Captain B. Branch.  
s.s. HEUNGSHAN, 1,998 tons, Captain E. D. Thomas (at Dock.)

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Saturday excepted).  
Departures from Canton to Hongkong daily at 8 a.m., and 5 p.m. (Sunday excepted).  
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 p.m.

All payments must be made in Cash. Chits cannot be accepted.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED

## Hongkong-Macao Line.

s.s. SU-LAN, 1,651 tons, Captain W. A. Valente.  
s.s. SU-TAI, 1,651 tons, Captain G. E. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.  
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LAGO-CHINA STEAM NAVIGATION COMPANY, LTD.

## Canton-Wuchow Line.

s.s. SAI-NAM, 588 tons, Captain S. Bell Smith.  
s.s. NANNING, 668 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

## Business Notices.

## THE PERFECT LUBRICANT.

**Fleming's Patent Solidified Oil.**

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.  
ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.  
GUARANTEED FREE FROM ACID AND WATER.  
DOES NOT MELT (OR RUN) UNDER 212° FAHR.

**A. B. FLEMING & CO., Ltd.,** Patentees & Manufacturers,  
CAROLINE PARK, EDINBURGH.

Sole Local Agents...

**BRADLEY & CO., 4, Queen's Building, HONG KONG.**

**LANE, CRAWFORD & CO.**

## Christmas Specialities.

**PLUM PUDDINGS. MINCEMEAT**

**XMAS CAKES.**

**CRYSTALLIZED FRUITS AND FLOWERS.**

**NEW SAVOURIES AND ENTREES**

**YORK HAMS.**

**WHOLE STILTONS AND STILTONS IN JARS.**

**ENGLISH AND FRENCH CONFECTIONERY**

**PULLED FIGS. MUSCATELS.**

**CARLSBAD AND ELVAS PLUMS.**

**CHERRIES IN MARASCHINO, CREME DE MENTHE AND BRANDY.**

## TABLE DECORATIONS.

**CRACKERS. COSAQUES.**

**FILBERTS, ALMONDS, BARCELONAS.**

**TOY and DOLLS**

**USEFUL PRESENTS.**

**Ladies' & Gent's Dressing Cases.**

**ALL KINDS OF Electro-Plated Ware.**

**LANE, CRAWFORD & CO.**

**WILKS & JACK, LD.**

**ELECTRICAL, MECHANICAL AND GAS ENGINEER**

SOLE AGENTS IN CHINA FOR

**The Welsbach Incandescent Gas Light Co.**



MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved Fittings

and Burners on hand.

AUR MANTLES, CHEAPEST

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE 358 & 384.

Hongkong, September 3, 1907. 1431

## THE SINCERE CO.

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VOEUX RD., HONGKONG

**UNIVERSAL PROVIDERS.**

**TAILORS, HATTERS & MERCERS.**

**ENGLISH AND AMERICAN BOOTS AND SHOES.**  
Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,  
Grocery, Furniture, Rattan Ware, Tobaccos, Cigars,  
Cigarettes, Sewing Machines.

Our Prices are marked in plain figures.

Hongkong, September 28, 1907. 1668

**PHOTOGRAPHS OF PROCESSION.**

THESE ARE NOW ON SALE.

INSPECTION INVITED.

**MEI CHEUNG.**

105 HOUSE ROAD AND CORRIDOR, HONGKONG HOTEL.

Hongkong, April 2, 1907. 1581

## Business Notices.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$5.00 per Cask, ex Factory.

In Bags of 350 lbs. net, \$3.00 per Bag, ex Factory.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

**FAIRALL & CO.**

7 and 9, Pedder Street.

TELEPHONE: No. 644.

ARE SHOWING NEW NOVELTIES

**BALL GOODS**

OF THE MOST ELEGANT DESCRIPTION.

**Costumes, Coats, Furs, etc.**

**A GOOD ASSORTMENT OF ARTICLES SUITABLE FOR CHRISTMAS PRESENTS.**

## TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

**CONNAUGHT HOTEL**

MONTHLY RATES.

Hongkong, September 2, 1907. 1411

**ORIENTAL HOTEL**

No. 8, Queen's Road Central.

Mrs. M. MATTHEY, Proprietress.

**A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.**  
KITCHEN under European Supervision. Grills at short notice. Private Bar and Billiard Rooms. Monthly Rates for Time and Dinner.

TELEGRAMS: Address 'COMFORT,' HONGKONG

For particulars, apply to

Hongkong, September 24, 1907. 1540

**KELLY & WALSH, LTD.**

**BOOKS FOR PRESENTATION.**  
Passages from the Past, by the Duke of Argyll 2 Vols. \$16.50  
Coke of Norfolk and His Friends. The Life of the First Earl of Leicester. Illus. 2 Vols. 21.00  
The Karamazovs. Several hundred Illus. of Choice, Rare and Curious Examples of Pottery, by W. Chaffers, 2nd edition, Revised. The Ingoldsby Legends. Edition de Luxe, 34 Illus. in Colours, 12 on Tint & over 60 in Line, by A. Rackham 11.00  
Bartholomew's Atlas of the World's Commerce. A New Series of 176 Maps with Descriptive Text and Diagrams showing products, Imports, Exports, &c. 14.50  
The Nation's Pictures. A Selection from the Finest Modern Paintings Reproduced in Colour 2 Vols. 18.00  
Living Animals of the World. A Popular Natural History, over 1,000 Illustrations, 2 Vols. 13.50  
LANG'S NEW FAIRY BOOK.  
THE NEW GOLLWOGG BOOK.  
THE BUSTER BROWN BOOKS.  
BOY'S & GIRL'S OWN ANNUALS.  
LITTLE FOLKS' CHATTERBOX, &c., &c.

**USEFUL PRESENTS.**  
A SPLENDID SELECTION OF CHRISTMAS NOVELTIES, AT MODERATE PRICES.  
WRITING CASES, BOTTLES, LETTER CASES, CARD CASES, PURSES, BRIDGE SETS, INKSTANDS, PHOTO FRAMES, FOUNTAIN PENS, STAMP ALBUMS, WRITING ALBUMS, &c., &c.  
SMOKER'S GOODS.  
BRIAR & MEERBOLM PIPES.  
CALABASH PIPES, LOUNGE PIPES.  
AMBER & MEERBOLM CIGAR AND CIGARETTE HOLDERS.  
ASH TRAYS, CIGAR AND CIGARETTE CASES.  
NEW PICTURES.  
OLD MASTERS' ENGRAVINGS.  
AUTOTYPES.  
SANDOW'S DEVELOPERS AND DUMB BELLS.

**BREWER & Co., Limited.**

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.  
TELEPHONE NO. 896.

**CHRISTMAS VOLUMES IN GREAT VARIETY.**

**CHRISTMAS CARDS—GREAT VARIETY.**

**NEW STOCK.**

Tennis Rackets. Cricket Bats. Tennis Balls. Footballs. Golf Balls.  
Pocket Wallets. Letter Cases. Card Cases. Writing Cases. Purses. Cigarette and Cigar Cases. B.B.B. Pipes. Cigarette and Cigar Holders. Photo Frames. Bridge and Whist Sets. Post Card Albums. Games of all kinds.  
THE BLOK AND WELLINGTON TYPEWRITERS.



**CHAMPAGNES, SHERRIES, MARGALAS, MADEIRAS, PORTS, CLARETS, BURGUNDIES, HOOKS & MOBELLES, BRANDIES, GINS, WHISKIES, VERMOUTHS, BITTERS, LIQUEURS, ALES, BEERS & STOUTS**

**Caldbeck, Macgregor & Co.,**

Wine and Spirit Merchants,

16, QUEEN'S ROAD CENTRAL.

## THE CARLTON HOTEL.

**Most Centrally Situated—Elegantly Furnished.**

**VERY COMFORTABLE RESIDENCE**

**FOR PERMANENT BOARDERS AND TOURISTS.**

**FIRST CLASS TABLE. TERMS VERY REASONABLE.**

APPLY TO

THE MANAGER.

**CHIEE WING & CO. 致**  
27, 28 and 29, LEE YUEN STREET (WEST),  
HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,  
IRON WARE, &c.

STEEL GIRDERS AND IRON,  
CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHOPS, ENGINEERS AND HOUSE BUILDERS

## CRUICKSHANK'S COUGH REMEDY.

A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs—Price \$1.00 per bottle.

## ANISEED AND LICORICE COUGH BALSAM.

For the relief of Coughs, Colds, Hoarseness, and Soreness of the Chest—50 cts. and \$1.00.

## MARTIN'S MIXTURE.

A specific for Influenza, Hay Fever, Cold in the Head—Price \$1.00.

**VICTORIA DISPENSARY.**











Powell's.

ALEXANDRA  
BUILDINGS.NEW  
GOODS

Furs.

Coats.

Usters.

Golfers.

Costumes.

Skirts.

Millinery

INSPECTION INVITED.

Wm. POWELL, LD.

LADIES' OUTFITTERS.

HONGKONG.

Hotels.

CLARENCE HOUSE.

33, 34 &amp; 35, NORTH MOORE ROAD, SHANGHAI.

FIRST-Class Boarding House.  
Room for one per day, \$5.00.  
Room for two per day, \$8.00.  
Monthly Rates: Single—\$10.00 & \$11.00.  
Two in a Room, \$20 extra.  
Hongkong, November 2, 1907. 1754

BELLE VUE HOTEL  
SHAUKWAN ROAD.

A Pleasant Drive along the Sea Front,  
either by Tram or Ricksha.

FIRST-CLASS ACCOMMODATION

AT MODERATE RATES.

Under European Management.

A FIRST-CLASS STRING BAND

will be in attendance

EVERY SUNDAY EVENING,

AT 4 O'CLOCK.

Dancing will be held every SATUR-

DAY EVENING from 8 p.m. to

Midnight.

TELEPHONE No. 333.

VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHANGHAI.

SHAMKIN, QANTON.

On the British Consulate.

B. HAYNES, Manager.

MACAO HOTEL.

TELEGRAMS, FARMER, MACAO.

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and

under European Management.

Every Comfort and Convenience for

Residents and Tourists.

Wm. FARMER, Proprietor.

Capt. T. AUSTIN, Manager.

423

OARMICHAEL AND

CLARKE.

CONSULTING ENGINEERS AND

SHIPBUILDERS.

SURVEYORS AND CONTRACTORS

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "OARMICHAEL," HONGKONG.

A. B. O. Code, 4th Ed. 1898.

Eleber's Standard Code.

TELEPHONE 332. 16

PREACHING THE GOSPEL

IN

JAPAN AND TIBET.

By Prof. E. H. PARKER.

On sale at the "CHINA MAIL" Office

8, Queen's Road Central.

Price 100 ... 1000 Cents.

S. MOUTRIE &amp; Co.,

LIMITED.

NEW SEASON'S MODELS

JUST ARRIVED.

BABY GRANDS

and

COTTAGE PIANOS

BY

BLUTHNER, RUD, IBACH

RACHELS, PLEYEL,

CHAPPELL, HOPKINSON,

and ROSENKRANZ, &amp;c.

Inspection Invited.

SOLE AGENTS:

S. Moutrie &amp; Co., Ltd.,

York Building,

CHATER ROAD.

Hongkong, April 18, 1907.



A. S. WATSON

&amp; Co., Ltd.

ESTABLISHED A.D. 1841.

Fancy

Toilet

Articles

OF THE FINEST QUALITY.

Very Suitable for  
Presents.

Handsome Dressing Sets

Handsome Puff Boxes

Cut Glass Bottles in Great

Variety

Hair Brushes in Leather Cases

Perfume Sprays

Razors in Cases

BY THE BEST MAKERS:

KROPP, RODGERS,

GILLETTE,

GOLDEN FLEECE.

Patent Razor Straps

Manicure Sets

Scissors in Cases

Shaving Mirrors

Hand Mirrors

&amp;c., &amp;c., &amp;c.

A. S. WATSON &amp; CO.,

LIMITED,

ALEXANDRA

BUILDINGS

Hongkong, November 20, 1907.

BIRTH.  
Cox.—On December 19, at 42, Waihai-wei Road, Shanghai, the wife of WAKEFORD COX, of a son.

DEATHS.  
KENDALL.—On the 23rd inst., at the Paragon, Blackheath, FRANKLIN RICHARDSON KENDALL.

HOPLEY.—On December 16, at the Isolation Hospital, Shanghai, WILLIAM HOPLEY, of Manchester, in his 42nd year.  
DA SILVA LOPES.—On December 19, at 3.30 p.m., at Shanghai, CAPITULINA DA SILVA LOPES, the beloved wife of Tobias Maria Lopes, in her 55th year.

MEMOS FOR TO-MORROW.

Miscellaneous.

Exchange Banks Close.

Insurance Offices Close.

General Memoranda.

THURSDAY, December 23.—

Exchange Banks Close.

Insurance Offices Closed.

9 p.m.—Performance at City Hall.

FRIDAY, December 27.—

9 p.m.—Performance at City Hall.

Goods per Lenzow undelivered after this date subject to rent.

SUNDAY, December 29.—

Goods per Sunda not cleared at 4 p.m. on this date subject to rent.

The China Mail

HONGKONG, TUESDAY, DECEMBER 24, 1907

CHRISTMAS.

There is necessarily nothing new to

be said about Christmas. Since the

invention of printing it has been cus-

tomary for the cordial sentiments

associated with the season of goodwill

to be impressed upon paper and sent

out instead of conveying greetings in

writing. And it has likewise become

a custom for newspapers to extend

their good wishes to their readers on

the eve of our greatest national holi-

day. The custom is a good one and

although, as we have said, it is impos-

sible to express those wishes in other

than hackneyed terms they are none

the less genuine on that account.

Since the last anniversary of Christmas

Day the Colony has endured hard

times. The depression which has

rested upon the Far East since the

termination of the war grew heavier,

if possible, during the year. But,

happily, there are indications that the

immediate future will see a distinct

improvement in conditions. We need

hardly say that we sincerely trust that

this will be so and that to-morrow

will be to all our readers not only a

thoroughly happy day but also the

beginning of a time of prosperity in

the light of which the shadow through

which they have lately been passing

will be quite forgotten.

PLAGUE PATIENTS.

We referred a couple of weeks ago to the

report by an Indian Commission which

laid it down that plague, unless it were

pneumonic, was not infectious in the

ordinary sense of the word. Evidently

the logical conclusion to be drawn from

this was that segregation of patients

and disinfection of premises where

plague had occurred were unnecessary.

The Commission had the courage of its

convictions and declared that these

precautions were not necessary. As

might have been expected this report is

being used as a potent argument by those

who object to the loss and inconvenience

caused by the isolation of patients and

contacts and fumigation of clothing and

goods. We observe that Mr Lau Chu

Pak in a communication to the Sanitary

Board makes a passing reference to this

report. But in this communication Mr

Lau Chu Pak does not plead for any

very radical alteration of the laws to

prevent the spread of the disease. As

a man of common-sense he realises

that precautions are necessary in the

interests of the majority. But, while

fully recognising this he also maintains

that safety can be achieved at the cost

of loss inconvenience to the Chinese.

He contends that the authorities should

allow persons to be treated in their

own homes. This would, he believes,

lead to the Chinese overcoming their

reluctance to report cases of plague, and

do away with the evil of dumping

which he argues is a direct result of

the repugnance which the Chinese feel

to allowing their sick to be removed.

Also, he urges, it would probably tend

to reconcile the Chinese to disinfection

if they were permitted to disinfect their

own premises. The suggestions put

forward by Mr Lau Chu Pak are deserving

of careful consideration. While the

preservation of the general health is the

most important thing, if it can be done

with the minimum of friction so much

the better. Timely concessions may re-

sult in the Chinese getting rid of the

idea, which so many of them now hold,

that the health regulations are only in-

tended to harass and distress them.

From the official point of view a law

should be carried out to the letter, but we

are disposed to think that, so long as

the spirit of the law is held steadily in

mind, the observance of the letter is not

a matter of particular consequence. If

Mr Lau Chu Pak's suggestions are

acted upon and the new Sanitary

Ordinance provides for administration

in a form more attractive to the Chinese

than at present it will, naturally, be

necessary to see that efficient safe-guards

are provided. When patients are

allowed to be treated in their own homes

precautions must be taken to prevent

the privilege being abused. Also

disinfection by Chinese of their own

premises will have to be supervised by

the authorities. So long as the general

community is not exposed to danger we

are disposed to agree with Mr Lau Chu

Pak that measures should be taken to

allay the feeling of antagonism which

undoubtedly has been aroused among

the Chinese by the past administration

of the sanitary laws. But safety before

sentiment must still be our motto.

From time to time we hear of some

specific against sea-sickness which is

to dissipate the dread of the deep

which makes voyaging a tribulation

instead of a pleasure to weak-stomached

travellers. But, as far as we are aware,

none of these specifics have justified

themselves in the result. However,

from the "Friend of India" we gather

that, by stuffing a little cotton wool in

each ear, the most quailish voyager

may enjoy life on the ocean wave to

the full. Our contemporary says:—

Few of our minor physical ailments

have been often discussed than sea-

sickness and yet we appear to be as

far off as ever from having discovered

its true cause. Until that has been

ascertained we cannot expect to dis-

cover the cure. In a review on recent

literature on this subject the "Indian

Medical Gazette" agrees with one

writer who says that we should distin-

guish true sea-sickness from sickness at

sea, and incidentally protests against

the still too common practice of

shipping off persons, in an advanced

state of disease, on long voyages.

Many have associated sea-sickness

with the sense of sight, but if this were

the case blindness would confer im-

munity, and we know that this is

not so. It is more probably the sense

of hearing that is affected. The motion

of the ship, acting on the terminal

fibres of the auditory nerve through

the fluid in the semi-circular canals of

the internal ear, upon which depends

our sense of equilibrium, causes an

irritation which is conveyed through the

nervous system to the walls of the

stomach. Thus the same symptoms

may be produced by the swaying of a

railway carriage or any similar motion

if it continues for the necessary length

of time. Some confirmation of this

theory is to be found in the fact that

when, in 1889, a party of twenty-five

deaf-mutes crossed the Atlantic from

America to attend a Deaf Mute

Congress at Paris, every passenger on

board was sea-sick except the deaf-

mutes and a deaf lady-passenger.

The "Seoul Press" states that an

Edict has been issued by H. M. the

Korean Emperor announcing his decision

to give pardon to the insurgents who

have surrendered and will surrender them-

selves to the authorities.

It is reported from Kanazawa that on

Dec. 15 a floating mine which was drifting

about 200 km off Nishinara village, near

that city, struck a rock and exploded.

Fortunately no lives were lost.

WHY SUFFER FROM RHEUMATISM.

Do you know that rheumatic pains can

be relieved? It is not about this sort

of an application of Chamberlain's Pain

Balm. It will give you relief from pain

and will make rest and sleep possible.

For sale by all chemists and store-

keepers.

THE YAUMATI MARKET.

Correspondence between the Sanitary

Board and the Government on the subject

of a vegetable market for Yaumati has been



## BY TELEGRAPH.

## PERSIA'S POLITICS.

## Russia's Position.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, December 23.

The Russian Ambassador at Teheran, in replying to a manifesto issued by the Persian people appealing for intervention, says that Russia will abstain from any interference in Persian internal affairs but will confine herself to the protection of Persian frontier subjects.

## THE NATAL REBELS.

## A Powerful Tribe Suspected.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, December 23.

The principle objective of the Natal operations is now Silwane's tribe, which is mustered in the neighbourhood of Greytown.

Silwane's tribe is the most powerful in South Africa.

They remained loyal during the last rebellion, but are now suspected.

## THE KIANGSU RAILWAY LOAN.

## Proposed Boycott Against Hongkong and Shanghai Bank.

(Chinese Mail's Service.)

HANKOW, December 24.

The Hankow commercial community have resolved that in the event of the agreement for the Kiangsu Railway Loan not being cancelled the community will refuse acceptance of Hongkong and Shanghai Bank notes.

Preparations are being made for the formation of a Shun Yu Bank.

## THE REPORTED BRITISH PACIFIC SQUADRON.

LONDON, December 22.

The Admiralty contradicts, in the most emphatic manner, the statement of the "Standard" concerning the establishment of a new Pacific Squadron in the North Pacific.

## DE BEERS MINES.

LONDON, December 22.

A sensation has been caused by the De Beers mines not paying a deferred dividend, owing to the large falling off of the demand for diamonds on account of the American crisis.

## THE BRITISH ARMY.

LONDON, December 22.

Mr Haldane, speaking in Edinburgh, said that the Special Reserve, replacing the Militia, would be complete in August, when six divisions fully equipped for a long campaign would be ready.

## AUSTRIA-HUNGARY.

LONDON, December 22.

The Budapest Parliament has finally passed an Ausgleich, and the Premier has announced that an exchange of notes with the Austrian Premier in regard to the resolution of the 19th instant has resulted in satisfactory guarantees.

## ROZDZESTVENSKY ON THE PACIFIC CRUISE.

New York, December 18.

In the course of an interview Admiral Rozdjestvensky has declared that the cruise of the United States fleet silences the Japanese jingoism, for American superiority at sea precludes the possibility of war.—"N.Y. Daily News."

## CHAMBERLAIN'S COUGH REMEDY CURES QUICKLY, SAFELY AND EASILY.

MR M. C. Candler, proprietor of the Universal Supply Store at Salisbury, W. Va., says: "I have used and sold Chamberlain's Cough Remedy for over five years in South Africa and find it gives relief in a very short time and always gives satisfaction to my customers. When I was in England on a trip I was sorry to find that I could not procure this remedy, as a doctor's advice or anything else would not cure me so quickly, safely and easily. This medicine is sold all over South Africa and there is nothing better for coughs, colds or croup as it contains absolutely nothing injurious and is perfectly safe to give the little ones. For sale by all chemists and druggists."

## LATRINES AND TENEMENTS.

## Mr Hooper and The Governor-in-Council.

A series of lengthy minutes was before the Sanitary Board this afternoon with respect to latrines on the roofs of certain houses, known as the Ko Shing houses. The application to erect the latrines was refused by the Governor-in-Council and Mr Hooper moved the application should be referred back to the Governor-in-Council for reconsideration.

Mr Hooper contended that Professor Simpson recommended that every house should have a latrine; that placing a latrine on the roof was best; that on the edge of the roof was a much more sanitary position than placing it in the centre of the building on the roof; that if the proposed erection were a brick chimney occupying exactly the same position, no permission would be required; that the Board unanimously recommended the Governor-in-Council to grant the application; that the Medical Officer of Health recommended the Board to grant the application; that it was not until the notification came from the Government that the Governor-in-Council refused to grant the modification recommended; that the Director of Public Works stated that the applicant had been granted several other modifications.

Mr Hooper enumerated the alleged modifications and dealt with each separately.

Hon. Mr Chatham objected to the question being referred back. The fact that the houses were exempted from the provisions of the Ordinance regarding defecation could not be regarded as existing then to special consideration. Chimneys on roofs were provided for in the Ordinance, and the position proposed for the latrines was not more sanitary than in the centre of the roof.

Hon. Mr Brown saw no reason why they should refuse a reasonable request for permission to infringe the Ordinance if the infringement was not insubstantial. Ordinarily he was prepared to accept the M. O. H.'s opinion when he reports a proposal to be unobjectionable from a sanitary point of view and he did so in this case. But a closer examination of the proposal made him think it was quite unnecessary to recommend it and there was an objection to latrines being placed in the position proposed. It would mean a sensible addition to the obstruction of light and air to other premises.

## CHINESE CLANS AT WAR.

## 900 Shots and no Casualties.

China is a land of many strange things, but the one that puzzles the Westerner most when contemplating the inland life of the people is the tendency they have to submit tangled questions to the stern arbitrament of arms. Clan fights are part and parcel of the existence of the villagers, and the parties in the dispute are at most times willing to pay thousands of dollars in order to have a victory in blood.

Quite recently the villagers at Chokohai, about 100 miles south-west of Canton, had occasion to quarrel over some land valued at about \$300 per annum, and as peaceful means of ending the dispute were futile, the clans Szeto and Tan respectively determined to have it out in the hills. On the day appointed the "armies" took to the mountains and both mustered many guns. The Tan clan being the stronger had 300 rifles and the other 200. About two o'clock they opened fire and shots disturbed the silence until dusk, when the war was called off. There were over 900 shots fired and the casualties were nil. Not one person on either side was wounded by the fusillade. This is "war" with a vengeance, and says much either for the hiding capacity of the Chinaman or for his bad marksmanship. The question that might reasonably be asked is where do the rifles and ammunition come from? If five hundred rifles can be mustered by two clans how stands the remainder of the clans in China? This is a matter the provincial authorities who are for ever fearing rebellion would do well to look into.

## P. AND O. COMPANY.

## Explanation of Sir Thomas Sutherland's Speech.

LONDON, December 13. The Secretary of the Peninsular and Oriental Steam Navigation Company, writing to the newspapers with reference to Sir Thomas Sutherland's allusion at the annual meeting to unfair Japanese competition, says that an absolute monopoly has been established for the conveyance of cotton from Bombay to Japan, presumably under the aegis of the Japanese Government.

This monopoly shuts out the competition of all other flags.

## THE TOKYO TRAMWAYS.

## Rough On Shareholders.

In connection with the purchase of the Tokyo Electric Railways by the Municipality, reported in last night's issue, says the "Kobe Herald" of Dec. 17, an Osaka correspondent writes to-day that the capital of the Company is ¥80,000,000, divided into 1,200,000 shares of ¥50 each. As the purchase price is ¥87,500,000, the shareholders will only receive ¥54.25 for each fifty yen share. It cannot be said that this is a handsome return upon their investment, and it seems to us that their enterprise in providing the metropolis with such an efficient means of inter-communication was entitled to a better reward. It is interesting to recall that a year ago to-day the market price of these shares was ¥125.50 that the maximum figure they have reached (on Jan. 16 last) was ¥100; and that their minimum exchange value was ¥60—on the 4th inst.

## INFECTIOUS DISEASES.

## Suggestions by Mr Lau Chu-pak.

Mr Lau Chu-pak has again taken up the cudgels on behalf of the thousands of Chinese in the Colony and has returned to the attack on the Sanitary regulations, which he avers press heavily upon his nation. His minute, which is printed in extenso, sets for his case clearly, and the reply of the Medical Officer of Health, and Mr Lau Chu-pak's further minute make interesting reading.

Mr Lau Chu-pak wrote as follows to the Secretary of the Sanitary Board:—

HONGKONG, 4th December, 1907. SIR, THE SECRETARY, SANITARY BOARD. I submit the following suggestions, for the consideration of the Board, on the amendment of the existing Public Health Ordinance and the by-laws made thereunder in respect of the removal of infected persons, disinfection of infected premises, &c.

Section 87 of the Ordinance. In the 3rd and 4th lines, the words "or is lodged in a domestic building occupied by more than one family" should be deleted to admit of persons suffering from plague or other infectious diseases being treated in their own houses. Where a floor is occupied by one family only and where the relatives of the patient are prepared to vacate that floor for the sake of the patient, permission should be given for him to be treated on his own floor.

Section 88. In the 2nd line of this section, I would insert the word "knowingly" between the words "shall enter," as a patient might enter a public vehicle without knowing that he was suffering from any infectious disease.

By-laws for disinfection of infected premises (p. 95) By-law 2. For this, I would substitute section 120 of the Public Health Act, 1875, which reads as follows:—"Where any local authority are of opinion . . . that the cleansing and disinfecting of any house or part thereof, and of any articles therein likely to retain infection, would tend to prevent or check infectious disease, it shall be the duty of such authority to give notice in writing to the owner or occupier of such house or part thereof requiring him to cleanse and disinfect such house or part thereof and articles within a time specified in such notice. Where the owner or occupier of any such house or part thereof is from poverty or otherwise unable, in the opinion of the local authority, effectively to carry out the requirements of this section, such authority may, without enforcing such requirements on such owner or occupier, with his consent cleanse and disinfect such house or part thereof and articles, and defray the expenses thereof."

With the amendment of this by-law to enable the Chinese to do the cleansing themselves it is hoped that they may view the sanitary measures with less repugnance and that it may induce them to give the Board their co-operation. Such amendment would be more in accord with the law of England.

By-laws for mitigation of epidemic diseases, &c. (p. 122) By-law 1. I am of opinion that the words "(even when any such disease is not known to exist in the Colony)" in the 2nd and 3rd lines should be struck out altogether. This by-law is most drastic and arbitrary and has to be enforced with the greatest discretion. It should only be enforced in the district where plague or other infectious diseases are prevalent in epidemic form, and even then due notice should be given both in English and Chinese in the "Government Gazette" and the local journals before it is put in force.

In paragraph 2 of the same by-laws the term "officer of the Sanitary Department" appears to me to be too vague and should be clearly defined. The power of entering houses without notice should not be vested in the subordinate officers. "5 a.m. and 6 p.m." should be altered to "8 a.m. and 6 p.m." as the by-law stands at present it is moreover inconsistent with section 21 of the Ordinance, as well as by-law 3 for entry and inspection of Buildings (page 106). Paragraph 3 of the same by-law. Compensation should be given unconditionally in every case where property has been damaged or destroyed.

By-law 3. I would delete the words "and use them" in the last paragraph and add the following in their stead "or make such other arrangements as the Board may deem necessary." With the proposed amendment the Board would not be so handicapped, as it might find it more convenient to put up canvas tents for the accommodation of the persons so removed, &c.

By-laws for removal of patients (p. 124) By-law 3. In the 4th line after the words "is improperly lodged" add the following line "and there is no other alternative to admit of the person being safely treated in his own house." To enlist the sympathy and co-operation of the Chinese every facility should be given to them for treating their sick at home.

Plague procedure. This procedure, drawn up some years ago by a Committee of the Board, should be so modified as to make it consistent with the proposed amendments and also to legalize the arrangements since made for welcoming the Chinese public dispensaries and district hospitals between the M. O. H. and the Committee of those institutions.

I have, &c., LAU CHU-PAK.

The Principal Medical Officer of Health (Dr F. Clark) replied as follows:

(1.) I am strongly of opinion that Chinese tenement houses are most unsuitable for the treatment of cases of plague and I do not consider it would be safe to allow them to be so treated if only the floor, on which the case occurs is to be vacated by the other occupants. I advise

that patents be only allowed to be treated in their own houses when the entire premises are in one occupation, so that the patient can be properly isolated.

(2.) I think this is a question for the discretion of the Magistrate. It is almost always impossible to prove that a person knows he is suffering from an infectious disease, though there may be very strong grounds for believing that he must have known. As a matter of fact, it is seldom indeed that the sick person is prosecuted for this offence. I do not remember a single instance of such a prosecution.

(3.) It would be a farce to leave the disinfection of infected premises to the Chinese coolie tenant and for the Sanitary Board to order such person to disinfect his house at his own expense would simply lead to the premises being abandoned and the infected articles carried away to infect some other premises.

(4.) The adoption of this suggestion would at once abolish systematic house to house cleansing which now goes on throughout the year with very little inconvenience to the tenants, as they are allowed to do the work themselves and are merely supervised by the inspector and supplied with the necessary disinfectants, hot water, and soap. This systematic cleansing is one of the most valued protective measures and I advise that it be continued. It is the duty of the Sanitary Board to prevent disease, not to wait till it is epidemic before moving in the matter. "Officer of the Sanitary Department" is already defined in section 19 of the Ordinance. I do not see any objection to the alteration of the hour from 5 a.m. to 8 a.m. in the second paragraph of by-law 1.

(5.) "Improperly lodged" means the same thing as the phrase suggested and is the wording of the Home Act and expresses in my opinion all that is necessary.

Hon. Mr A. W. Brown inquired:—After the opinions of the members of the Board have been obtained this paper might be referred to a sub-committee consisting of Messrs Fung Wa Chuen, Lau Chu Pak, Dr. Clark and myself.

Mr Lau Chu-pak wrote as follows in reply to the minute of the M. O. H.:

1. My object in suggesting that the Chinese should be given the option of treating their sick in their own houses, or if that is not feasible, to treat them in an appointed house in the immediate neighbourhood, is to induce them to come forward unreluctantly to report cases of sickness during the plague season. Theoretically, it is, no doubt, advisable to have every plague patient properly isolated, but I fail to see how this can be done in practice, as the Chinese do not like to part with their sick, until there is no hope of saving them, and it is only human nature, especially in the case of husband and wife, and mother and child, that they should do so. It has been amply proven from experience that the Chinese rather conceal their sick until the last moment, and dump their dead in cases, where their fellow lodgers would be involved in trouble, in order to avoid detection, than to submit to forcible removal. Would it not, therefore, be better to allow them the option of treating their sick in their own houses, or in some place, where the relatives can tend their sick or soothe the mind of their sick by being present, thus ensuring the disinfection of every infected building and placing every plague patient under proper surveillance? The by-law as to isolation has proved to be a failure; it is time that some new scheme should be tried. Moreover, it has transpired that plague is, after all, not so infectious and so complete isolation might not be insisted upon.

2. If it is impossible to prove that a Chinese patient knows that he is suffering from an infectious disease, why retain this part of the section? It appears to me that it is most undesirable to make it illegal for a patient to hire a vehicle for his own conveyance.

3. I think my intention has been misinterpreted. It has never occurred to me to discourage the present system of house cleansing during the plague season. As a matter of fact, it was I who first advocated this method of cleansing by the Chinese residents themselves as a measure to replace the harsh fumigation with chlorine. I am glad that it is now merited the appreciation of the M. O. H.

My intention simply aims at having such amendments introduced as will allow the better class of Chinese and the shopkeepers to do the cleansing and disinfecting work themselves; even when a case of plague takes place on their premises. During Dr. Pearce's regime it was arranged through the Honorable Registrar General that the occupiers of the upper or lower floor of a house, other than the floor, on which the death occurs, should be permitted to wash and disinfect their own floors, if they should so wish, and if the officer in charge of the cleansing gang thought the work could be so done satisfactorily. The Chinese have, since, gladly availed themselves of this concession. Why, in the case of the infected floors, should not a similar concession be granted to them? The work will also be carried out under the supervision of the M. O. H. or his deputies. I need scarcely repeat that the Chinese are strongly averse to the foremen and the coolies of the Sanitary Department invading their homes. I may here mention that the Honorable Registrar General, with the co-operation of the Chinese members of the Board, and some Chinese gentlemen, is forming a "Kaifong" corps, or committee of a few men in every street to assist the Government in checking dumping, &c. This corps, when formed, will, I hope, be able to do more good in promoting sanitary improvements than an army of foremen and coolies in the pay of the Sanitary Department. In the case of a coolie tenant, the suggested amendment will empower the Board to carry out the disinfecting work by its own staff.

4. I fail to see how the adoption of the suggested amendment can effect the general cleansing of the town, which had been in vogue long before Ordinance 15 of 1894 was enacted. The present by-law was remodelled from by-law 25 made under section 13 of that Ordinance. In the old days, during the cleansing period, the inhabitants were given every facility for carrying out the work, a full supply of water being turned on and dust-carts sent round to remove the refuse taken out of the different houses. The cleansing, though not so often as now, was done three times a year, and notice was each time issued by the Registrar General informing the inhabitants of the facilities given them.

The evil of dumping dead bodies was, apparently, brought on by the introduction of new law in 1894, and even at that time the by-law above referred to was only enforced during the prevalence of an epidemic. Conditions are now different. Public dispensaries have been established by the Chinese to co-operate with the Board, and more facilities given by the authorities in regard to their domestic comfort, the present by-law, No. 1, should be so modified as to conform to existing conditions. If, however, it is deemed necessary to legalize the present procedure of general cleansing, a clause can easily be inserted to that effect, leaving out all the other measures mentioned in the by-law to be enforced only in time of epidemic. The power of entering houses without notice should never be vested in the subordinate officers.

## MAN'S ANTIQUITY.

## Remarkable Discoveries Made in Java.

Dr. Elberts, a German geologist who is now undertaking an exploring expedition in South Sumatra, has been conducting researches into the antiquity of man in Java. The unsuccessful search for traces of the Pithecanthropus, or the ape-man of the Darwinians, under his leadership, was carried on at Trinil. It resulted in the discovery, among fossil deposits, of roughly-fashioned instruments of bone, and a fireplace, which showed at once that man was a contemporary of the extinct animals, the remains of which had been unearthed with these finds. The ape-man must have flourished at a remote period.

Dr. Elberts then turned his attention to some promising fossil finds in the province of Maduin.

The preliminary results were set forth by him in a lecture delivered at Djodj, in mid-Java, recently.

Dr. Elberts described how, on the spur of a mountain range, he discovered a fireplace buried under about twenty feet of soil, along with remains of pottery and a stone arrowhead. These articles plainly showed human handiwork.

In the first place, he found also broken and partly charred bones, and the burnt teeth of a fossil buffalo, along with bones of pigs, deer and the stegodon, a fossil elephant. Many of the bones had been split to extract the marrow.

Dr. Elberts comes to the conclusion that the first place is the work of human hands, and is at least twenty thousand years old. The Pithecanthropus must have been extinct at that time.

An amusing controversy about the scientific world in Germany. When Dr. Dubois proposed some skull bones of this alleged ape-man, which had been found at Trinil, some years ago, light scientific authorities in Germany raised doubts. One of them, whose eminence is undisputed, declared that the bones were those of a mishapen human skull. The fact that no more like remains have been found at Trinil, bears out his view.

Another German scientist has followed this up by showing that the Pithecanthropus is a man-ape and not an ape-man. He contends that it is quite wrong to hold the ape origin of man. The real fact is that the ape origin of man is a fiction.

THE FIGHT IN CONGRESS.

WASHINGTON, December 20.

The House of Representatives was thrown into confusion to-day by a personal encounter between Representatives David A. De Almond, of Missouri, and John Sharp Williams, of Mississippi. The fight occurred on the floor of the House during the busiest period of the day's session. In the course of a spirited altercation between the two prominent members of the minority side of the House, De Almond called Williams a liar and the Mississippiian promptly resented the epithet with an attack.

Both De Almond and Williams are Democrats and both are prominent members of the minority, the latter being its acknowledged leader during the last two sessions of Congress.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 24th at 11.55 a.m.—The barometer has risen over Japan, and fallen over China, particularly in the North.

A depression which will probably move Eastwards has appeared over N. China, and the highest pressure is now over S. W. Japan.

Gradients have decreased over S. China and the China Sea, and light monsoon may be expected in the Formosa Channel, and fresh to moderate monsoon over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N.E. to N.W. winds, moderate; cloudy, some light rain.

2.—Formosa Channel: N.E. winds, moderate or light.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

## OIL FUEL IN STEAMERS.

The advance made in practical application of oilfuel to ship propulsion during the last decade has been very great, and economy as low as 0.9 lb. of fuel per indicated horse-power per hour has been regularly realised in some mercantile vessels by the system of spraying the liquid for combustion by means of hot air. It is well understood that no economical combustion can be carried out except the liquid is first "pulverised" into fine spray to facilitate its combustion, and the method of so pulverising the liquid is of the utmost importance. The steamers of the "Shell" Transport Company are, for the most part, using a system of pulverisation by high-pressure steam-blowers, the steam itself being chemically decomposed after it has done its work, and entering into combustion in the furnace. Upon American steamships, which have largely used oil fuel during the past three years, pulverisation is obtained by hot air at considerable pressure. This air is compressed by Rock blowers, and the liquid after pulverisation is exposed to the further action of heated air under more moderate pressure for the purpose of directly assisting combustion. This combined system of high and low-pressure air respectively, for the purpose of pulverisation and of forced draught combustion, although somewhat complicated, has proved highly successful and economical. Steamers of 14,000 tons displacement have regularly and successfully made voyages the whole distance from Singapore to the United Kingdom around the Cape of Good Hope, and vessels of even greater displacement have made equally successful voyages from New York to San Francisco around Cape Horn under the system of high and low-pressure hot air. These long voyages show the practical solution of the problem of the use of liquid fuel for ship propulsion. Most of the vessels now being built for the British Navy are constructed, as regards the double bottom and other suitable spaces, upon an oil-tight system, so that such spaces may be made available for storing liquid fuel when the system has become more fully developed. In large warships oil fuel is used as an auxiliary to coal. In torpedo-boats and destroyers oil fuel alone is used. The question of available supplies of oil is one of primary importance to its extended use as fuel. "Engineering."

## THE MOTIVE POWER OF SUBMARINES.

Electric power, says "Engineering," must for obvious reasons be reserved for underwater use in submarine boats, but for surface work, even under the most favourable conditions, this form of power gives a radius of action of not more than a third of the distance possible at the same speed when running with internal combustion petrol-engines. Steam-engines are also too heavy, and require about four times the air supply needed by a petrol-motor of the same power; whilst the weight of fuel per brake horse-power hour is higher, and fresh water must also be carried. It therefore appears that the finally successful form of motive power for the surface running of submarines must be some form of internal combustion engine. The use of the higher flash-point oils, although they may be available from the point of view of freedom from the danger of explosion, has so far necessitated engines with higher weights and dimensions per brake horse-power than can be obtained when using petrol-engines; whilst the petrol-engine runs without damage due to the fouling of the cylinder and valves, for a longer time than in the case with engines running with the higher flash-point oils. The fear of damage from petrol vapour explosions on board the submarine is, we think, exaggerated, for it is now perfectly feasible to automate the engine, and signal the existence of the slightest leakage of this material, or, indeed, the presence of any combustible gas or vapour in a submarine, long before any damage can be caused by its presence. Owing to the existence of a battery on board the atmosphere of a submarine can never be considered really safe from explosion, if some such safe-guard is not employed, whatever the form of surface motor used. It has been suggested, continues "Engineering," that alcohol may, in the future, be found to serve as a suitable fuel for submarine engines. This material has been used to a considerable extent abroad, but the difficulties of its use in Great Britain have rendered the development of the alcohol engine impossible here; and although the duty on alcohol would not necessarily affect its cost for Government use when imported from abroad, yet it must effectively prevent any private home enterprise carrying on the manufacture of a cheap industrial alcohol such as would give a market unaffected by war conditions. The objection to alcohol for submarine engines is that the calorific value of this fuel is little more than half of that of petrol per gallon, and the danger from combustible vapours is but little less. This means that the storage for fuel on board must be nearly doubled; the weight of the engines, too, must be increased. For the present petrol holds the field, but the authorities are known to be experimenting with heavy oil, in the hope that they may eventually attain as good results as they get at present without excessive weight.

## The ROBINSON PIANO COMPANY, LTD.

## NEW PIANOS

## ON HIRE.

## SPECIAL TERMS

## FOR THE FESTIVE SEASON.

## WE ASSERT

## EMPHATICALLY

(FALSEHOODS NOTWITHSTANDING)

## WE FEAR NO

## COMPETITION

Two of our Leading Features;

## PRICE and DELIVERY

When we mention Price, we mean ROCK BOTTOM.

When we mention Delivery, we mean EARLIER THAN ANYONE ELSE.

WE now are and shall continue to be the leaders in low prices. Nobody else is going to cut under us if we know anything about it. It is an absolute fact that, when you come here, you get the very best drugs and medicines at the very lowest possible prices. Judge for yourself.

## Watkins, Ltd.,

Apothecaries' Hall, Watkins' Building,

31, Queen's Road Central, HONGKONG.

1311

## A PATRIOTIC GIFT.

## Windfall For Kiangsu Government.

H. E. Viceroy Tuan Fang reports that the Chinese salt merchants at Yangchow and Kiangpo have agreed to jointly contribute the sum of Tls. 2,000,000 as a free gift to the Provincial Government of Kiangsu, for the introduction of western reforms into the Province, for the benefit of the natives; and requests the bestowal of brevet official ranks and titles to the leaders of the merchants, as a mark of Imperial recognition, in order to encourage others to follow the example.

In view of the stringency of the Chinese monetary markets at Shanghai and other places at the present moment, says the "China Critic" the Tls. 2,000,000 will relieve the financial crisis to a certain extent at Nanking.

A cone-shaped blue sapphire, of fourteen rupees in weight, and of the first water, was gemmed in a pit belonging to Kalawana Korala, Ceylon. The value is roughly estimated at rupees 20,000. The gem is at present with Mr. J. W. Madawala, who is a brother-in-law of the fortunate Korala.

## GROUP.

NOT a minute should be lost when a child shows symptoms of croup. Chamberlain's Cough Remedy gives as soon as the child becomes hoarse, or even after the croupy cough appears, will prevent the attack. For sale by all chemists and storekeepers.

## THEATRE ROYAL.

## TO-NIGHT AND EVERY EVENING at 9.15.

## POLLARD'S LILLIPUTIAN OPERA CO.

MR. C. A. POLLARD AND MRS. N. CHESTER, SOLE OWNERS.

TO-NIGHT (TUESDAY), DECEMBER 24, LAST NIGHT OF

"THE BELLE OF NEW YORK"

NO PERFORMANCE, TO-MORROW, CHRISTMAS NIGHT.

NEXT (THURSDAY), FRIDAY, AND SATURDAY, DECEMBER 26, 27, 28

"IN TOWN"

NEXT SATURDAY AFTERNOON, DEC. 28, at 3.30 P.M.,

GRAND MATINEE OF "IN TOWN."</



## Shipping.

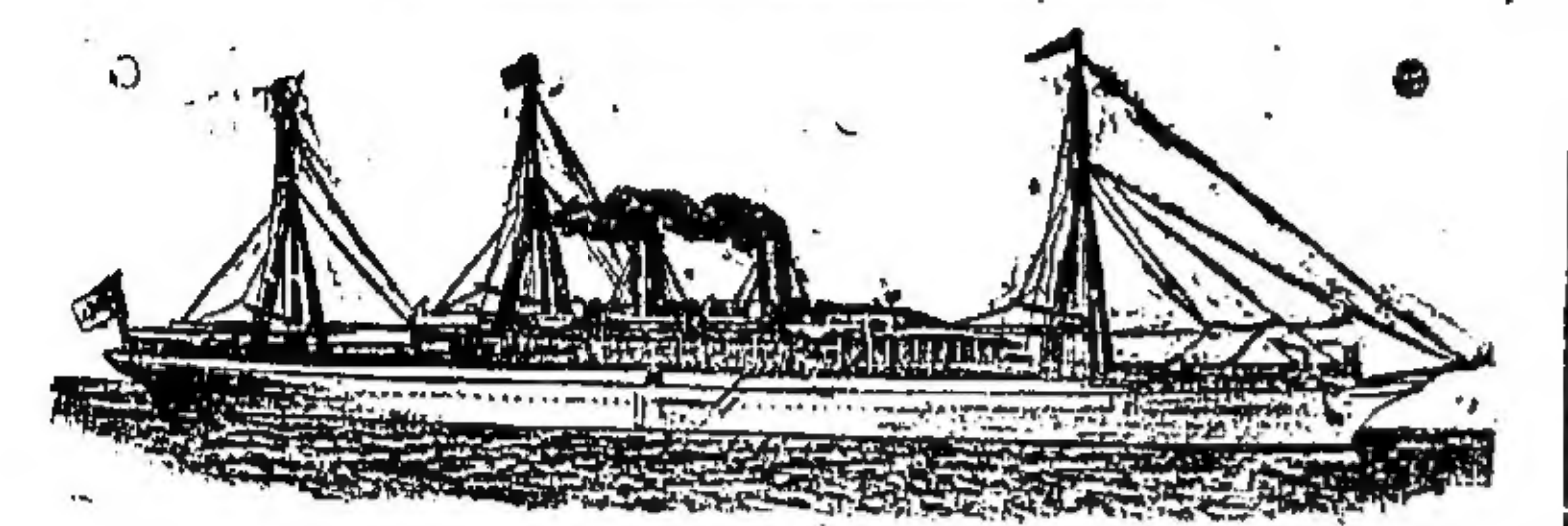
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

DESTINATIONS	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	ARCADIA	About 27th	Freight and Passengers
LONDON VIA USUAL PORTS	DELTA	Noon, 28th	By Special Arrangement
MARSEILLES LONDON	NYANZA	About 1st	Freight and Passengers
AND ANTWERP	Capt. H. S. Bradshaw	January	Passage
SHANGHAI, MOJI, KOBE	PALAWAN	About 5th	Freight and Passengers
AND YOKOHAMA	Capt. C. R. Longden, R.N.R.	January	Passage

P. & O. S. N. Co.'s Office, E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPERESS LINE' SAVING 5 TO 10 DAYS OCEAN TRAVEL.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS	(Subject to Alteration)
R.M.S. EMPIRE OF INDIA	6000 Tons THURSDAY, Jan. 16, 1908, Feb. 3
MONTEAGLE	6162 Tons WEDNESDAY, Jan. 22, Feb. 22
EMPIRE OF JAPAN	6000 Tons THURSDAY, Feb. 13, Mar. 2
EMPIRE OF CHINA	6000 Tons THURSDAY, Mar. 12, Mar. 30
EMPIRE OF INDIA	6000 Tons THURSDAY, April 9, April 27

Intermediate Steamship MONTEAGLE at 12 Noon.

THE quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class, via St. Lawrence River Lines or New York £71.10.

Intermediate on Steamers, £40. " " £42.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. MONTEAGLE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS SAILING DATES

MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. N. Ohno, Tons 6169	WEDNESDAY, 26th Dec., at Daylight.
	WAKASA MARU, Tons 6285	WEDNESDAY, 8th Jan., Daylight, 1908.

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

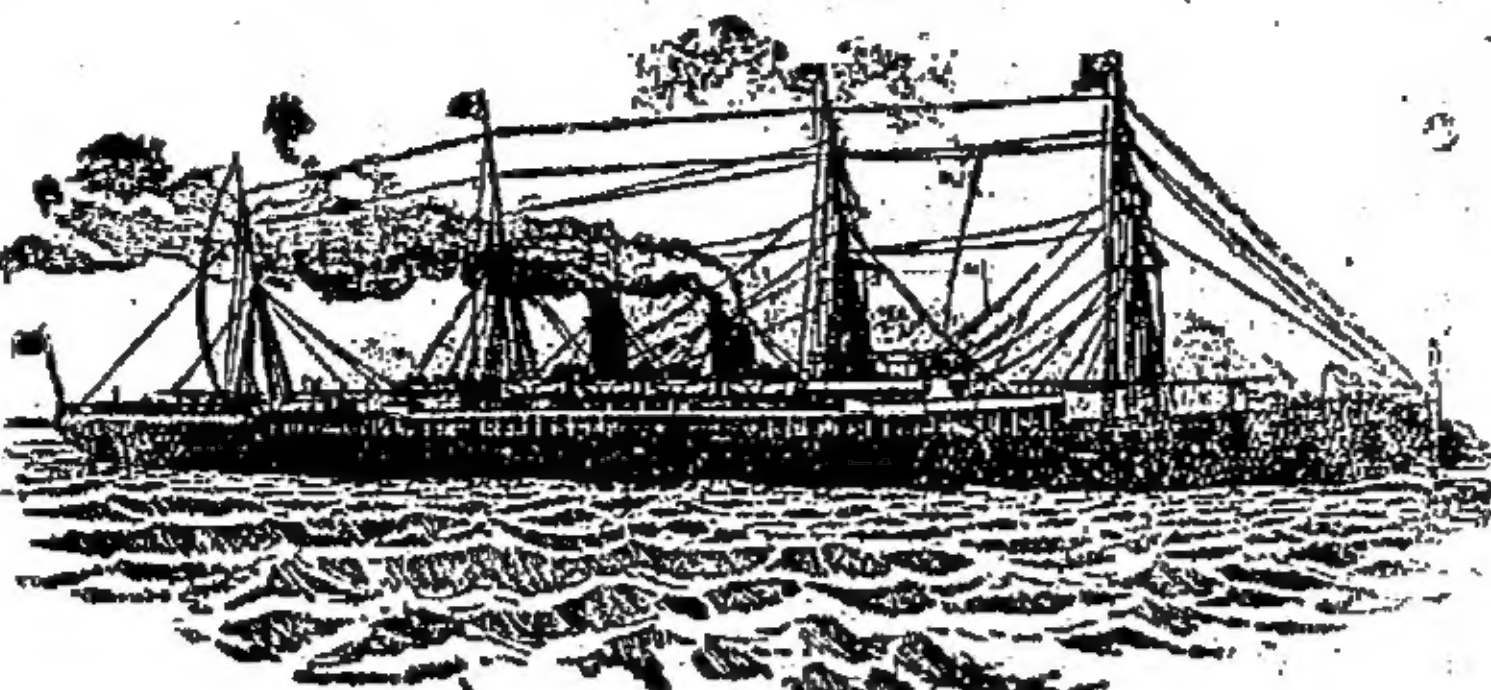
YOKOHAMA, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES, 1907.
* MONGOLIA	27,000 Tons, TUESDAY, 24th Dec., at Noon.
* HONGKONG MARU	11,000 " " FRIDAY, 3rd Jan., at Noon, 1908.
* KOREA	18,000 " " SATURDAY, 18th Jan., at Noon.
* AMERICA MARU	11,000 " " FRIDAY, 24th Jan., at Noon.
* SIBERIA	8,000 " " SATURDAY, 1st Feb., at Noon.
* CHINA	8,000 " " SATURDAY, 8th Feb., at Noon.
* MANOHUTRA	37,000 " " SATURDAY, 15th Feb., at Noon.
* NIPPON MARU	11,000 " " FRIDAY, 21st Feb., at Noon.
* ASIA	9,000 " " SATURDAY, 29th Feb., at Noon.

\* Twin Screw.

RECORD FAST TIMES.

Yokohama to San Francisco, s.s. KOREA, 18,000 tons, September 16-27th 1905;

San Francisco to Honolulu, s.s. SIBERIA, 18,000 tons, August 16th-20th, 1905;

4 days, 19 hours.

San Francisco to Yokohama, s.s. SIBERIA, calling at Midway Islands and Honolulu

en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905

10 days, 10 hours and 39 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to

SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE,

YOKOHAMA and HONOLULU, on TUESDAY, the 24th December, 1907, at

Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-

land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and

South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the

Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, YOKOHAMA, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

NICOMEDIA 4372 P. WAGEMANN Dec. 28, at Noon.

ALBESIA 5167 JOHN ERNEST Jan. 7, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and

United States Ports. For through rates of Freight and further information,

communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR STEAMSHIP TO SAIL

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

SHANGHAI SHANGHAI SHANGHAI

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SANDAKAN	MAUSANG	FRIDAY,
* MANILA	YUENSANG	FRIDAY,
* SHANGHAI, YOKOHAMA, KOBÉ AND MOJI	FUKUSANG	SATURDAY,
* SHANGHAI	HONGSANG	MONDAY,
* SINGAPORE, PENANG	KUTSANG	TUESDAY,
* MANILA	LUONGSANG	FRIDAY,
* SINGAPORE, PENANG AND CALOUTTA	LALSANG	TUESDAY,



# Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR  
**MARSEILLES & LONDON.**

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
Colombo	Hongkong	Marseilles & London	Marseilles (Brindisi)	London
	1907		1908	1908
DELTA .....	Dec. 28	INDIA .....	Jan. 25	Feb. 1
DELHI .....	Jan. 11, 1908	MONGOLIA .....	Feb. 8	Feb. 15
ARADIA .....	Jan. 25	VICTORIA .....	Feb. 22	Feb. 29
DELTA .....	Feb. 8	MACEDONIA .....	Mar. 7	Mar. 14
DELTA .....	Feb. 22	BRITANNIA .....	Mar. 21	Mar. 28
DELTA .....	Mar. 7	MOCTAN .....	Apr. 4	Apr. 11
MARMORA .....	Mar. 21	(Call at Bombay)	Apr. 18	Apr. 25
DELHI .....	Apr. 4	MOLDAVIA .....	May 2	May 9
DELTA .....	Apr. 18	HIMALAYA .....	May 16	May 23
DEVANHA .....	May 2	MONGOLIA .....	May 30	June 6
DEVANHA .....	May 16	INDIA .....	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

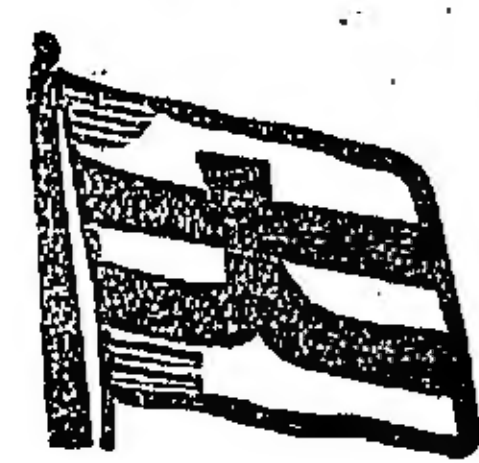
In addition to the above Mail Steamers the following:-  
INTERMEDIATE (NON-TRANSIT) STEAMERS  
WILL LEAVE FOR

## LONDON.

CARRYING PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
Hongkong	London	London
	1908	1908
NYANZA .....	Jan. 15	Feb. 17
NILE .....	Jan. 29	March 2
SUNDA .....	Feb. 12	March 16
PALAWAN .....	Feb. 26	March 30
NUBIA .....	Mar. 11	April 14
BOERNE .....	Mar. 25	May 2
NOBE .....	Apr. 8	May 16
SUMATRA .....	Apr. 22	May 30

These Steamers call also at Singapore, Penang, Colombo, and at Malta & Marseilles.  
Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.  
For further particulars, Apply to  
**E. A. HEWETT,**  
Superintendent.



**OSAKA SHOSEN KAISHA.**  
REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

Co's s.s.	FOR	LEAVING
FUKUSHU MARU,	ANPING, Via SWATOW, AMOY AND TAKAO.	WEDNESDAY, 25th Dec., at Daylight.
JOSHIN MARU,	TAMUL, Via SWATOW, AND AMOY.	SUNDAY, 29th Dec., at Daylight.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest. Unsurpassed Table.

+ Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

**T. ARIMA, Manager.**

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

**VICTORIA B.C. AND TACOMA**

VIA  
MOJI, KOBE AND YOKOHAMA.

Receivers	Tons	Captains	To sail.
KUMERIC .....	6232	Cowley	23rd January, 1908
SHAWMUT .....	8906	E. Y. Roberts	21st February, 1908
TREMENT .....	8906	T. W. Garlick	17th March, 1908
SUVERIO .....	6232	W. Shotton	9th April, 1908

\* Cargo only. \* Passenger accommodation.  
CHEAP FARES EXCELLENT ACCOMMODATION ATTENDANCE AND  
JUICINE ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The Twin-screw s.s. Shawmut and Tement are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
**Dodwell & Co., Limited,**  
QUEEN'S BUILDINGS.  
GENERAL AGENTS.

## Shipping.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE Direct, Calling at  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN, SUEZ,  
AND PORT SAID.

(Taking Cargo at through rates to the  
BRAZIL, PERSIAN GULF, RED SEA,  
BLACK SEA, LEVANT, VENICE AND  
ADRIATIC PORTS.)

THE Co's Steamship  
E. FRANZ FERDINAND,  
Captain O. MATTEOVI, will be despatched  
as above on or about THURSDAY, the  
26th December.  
This Steamer has capital accommodation  
for passengers, Electric Light and  
carries a Doctor and Stewardess.  
For information as to Passage & Freight,  
apply to  
**SANDER, WILKIN, & CO.,**  
Agents,  
Princes' Buildings,  
Hongkong, November 23, 1907. 1894

GLEN LINE OF STEAMSHIPS.  
FOR LONDON & ANTWERP  
VIA SUEZ CANAL.

THE Steamship  
GLENAVON,  
Captain WOLFEVER, will be despatched  
as above on or about SATURDAY, the 26th  
January, 1908.  
For Freight, apply to  
**MORGREGE BROS. & CO.,**  
Hongkong, December 19, 1907. 2005

THE AMERICAN AND ORIENTAL  
LINE.

FOR BALTIMORE & NEW YORK.  
(With liberty to call at MALABAR COAST)

THE Steamship  
JESERIO,  
Captain THOMAS, will leave for above  
ports on or about SATURDAY, the 26th  
January, 1908.  
For Freight, apply to  
**ARNHOLD, KARBERG & CO.,**  
Hongkong, December 23, 1907. 2021

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER SUND.

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above  
named Vessel are hereby informed  
that their Goods are being landed and  
placed at their risk in the HONGKONG AND  
KOWLOON WHARF AND GODOWN COMPANY'S  
Godowns at Kowloon, where each consignment  
will be sorted out, Marked by Mark, and  
delivery can be obtained as soon as the  
Goods are landed.

Optional goods will be landed here unless  
instructions are given to the contrary  
before 6 Hours.

Goods not cleared by the 25th Dec.,  
at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by  
me in any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignee  
and the Co's representative at an  
appointed hour. All claims must be presented  
within ten days of the steamer's  
arrival here, after which date they cannot  
be recognised. No claims will be admitted  
after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, December 23, 1907. 2022

MUGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP LENNOX.

FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are  
being landed at their risk into the  
Godowns of the HONGKONG AND KOWLOON  
WHARF AND GODOWN COMPANY, Ltd.,  
at Kowloon, where and/or from the  
wharves delivery may be obtained.

No Claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the 27th  
December, will be subject to rent.

All Claims against the Steamer must be  
presented to the Underwriter on or before  
the 25th Jan., 1908, or they will not be  
recognised.

All broken, chafed, and damaged Goods  
are to be left in the Godowns where they  
will be examined on the 27th Instant at 3 p.m.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**DODWELL & CO., LTD.,**  
Agents.

Hongkong, December 21, 1907. 2014

NORDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship  
PRINZ-ETHEL FRIEDRICH,  
having arrived, Consignees of cargo are  
hereby informed that their Goods, with the  
exception of Opium, Tobacco and Val-  
ables, are being landed and stored at their  
risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, Kowloon, whence delivery may  
be obtained.

Optional cargo will be forwarded unless  
notice to contrary be given before Tuesday,  
the 17th of December at Noon.

No claims will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 24th of  
December, will be subject to rent.

All Broken, Chafed, and Damaged Goods  
are to be left in the Godowns, where they  
will be examined on the 24th of December,  
at 3.30 a.m.

All claims must reach us before the 28th  
of December, or they will not be recognised.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
the undersigned.

NORDEUTSCHER LOYD,  
MILHOREN & CO.,  
Agents,  
Hongkong, December 19, 1907. 2001

## OCTANGULAR BILLIARDS.

Features of the New Table.

The octangular billiard-table has follow-  
ed closely upon the oval. An exhibition  
game of 200 up was played on Nov. 16,  
between Weiss and Paull, on the first  
eight-angled table made by Messrs. Thur-  
ton and Company, at the Thurston Grand  
Hall, Leicester-Square. Weiss once more  
proved his great capacity for adapting his  
play to new conditions by beating Paull  
each time, in two games of 500 up. In the  
afternoon he scored 500 to Paull's 245, and  
at night he defeated his opponent by 289  
points. The winner's chief break was 99,  
while Paull's best attempt was 41. The  
play all through was interesting, especially  
when considered in the light of a new style  
of game compared with the oval billiards  
recently exploited. The octangular game  
should prove decidedly popular.

The makers of the table with eight  
corners realise that the present standard  
billiard table is the proper thing for  
orthodox billiards, and what they aim at is  
providing a new kind of billiards, that shall  
be more interesting for the ordinary  
player, who plays merely for amusement.

The new table is practically the ordinary  
one with the corners cut off, the top and  
bottom pockets being placed in the middle  
of the four short ends sides so formed.

The first thing that one noticed in  
yesterday's play was that, the sides  
being straight lines as in the ordinary  
table, there was no strangeness in the  
angles at which the ball came off  
the cushions. The difference chiefly lay  
in the fact that eight sides made much  
greater scope for all kinds of ingenious  
cannons, and both Weiss and Paull gave  
proof of this time after time. Otherwise,  
the new game is very much like the old,  
the sides of the table being straight, and  
the middle pockets in the same relative  
position as regards bulk as they are on  
the ordinary table. There was some pretty  
play shown by the use of the wide angles  
at the corners, but the rather excessive  
"flaking" that is one of the features of  
the oval table was conspicuous by its  
absence.

Put shortly, the octangular  
table showed that it gives far more oppor-  
tunities for working out nice little problems  
in play than the standard table, while  
its straight cushions introduce no entirely  
unknown quantity, as does the elliptical  
cushion of the oval table. More than once  
yesterday each player made a cannon by  
using several of the cushions, and a very  
pretty stroke it was to watch, too, and yet  
it called for no new knowledge in the way  
of angles. It was this point which tended  
to make one believe that the octangular  
table will find first place in the favour of  
players of quite ordinary capabilities, as  
well as for good players, who do not want  
the element of monopoly that often dulls  
the edge of the game on a standard table.

PEAK TRAMWAYS COMPANY,  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 10 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.30 p.m. Every 10 minutes.

7.30 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.30 p.m. Every 10 minutes.

8.30 p.m. to 9.00 p.m. Every 10 minutes.

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, December 19th, 1907.

At 100 cents per Dollar Mexican.

Batcher Meat.

Beef sirloin & prime cut—Mol. Lung Pa .. 10 20

.. Corned—Ham Ngau Yuk .. 20

.. Roast—Shin .. 20

.. Breast—Ngau Lam .. 16

.. Soup—Tong Yuk .. 16

.. Steak—Ngau Yuk Pa .. 20

.. .. Optom Ngau Lau Sletun .. 30

.. Sausages—Ngau Chuan .. 28

.. Bullock's Brain .. Slow .. per set 10

.. Tongue fresh—Ngau A .. each 50

.. .. corned—Ham Ngau Id .. 55

.. Head—Ngau Tau .. 80

.. Heart—Ngau Sam .. 12

.. Hamp—Ngau Kin .. 12

.. Feet—Ngau Kerk .. 7

.. Kidneys—Ngau Yin .. 10

.. Tail—Ngau Mai .. 17

.. Liver—Ngau Con .. 12

.. Tripe (undressed)—Ngau To .. 7

.. Calves' Head & Feet—Ngau chat-tan-kak .. \$1.00

.. Mutton Chop—Young Fat Kwat .. 10 24

.. Leg—Young Fat .. 14

.. Shoulder—Young Shau .. 12

.. Pigs' Chittings—Chi chong .. 24

.. Brains—Chi Know .. per set 2

.. Feet—Chi Kerk .. 12

.. Fry—Chi Chak .. 24

.. Head—Chi Tau .. 22

.. Heart—Chi Sun .. 10

.. Kidneys—Chi Yin .. 10

.. Liver—Chi Con .. 10 30

.. Pork Chop—Chi Fat Kwat .. 24

.. Corned—Ham Chu Yuk .. 24

.. Leg—Chi Fat .. 24

.. Fat or Lard—Chi Yau .. 20

.. Sheep's Head and Feet—Young Tau Kerk set 55

.. Heart—Young Sam .. each 5

.. Kidneys—Young Kin .. 10

.. Liver—Young Con .. 10 24

.. Sucking Pigs, To Order—Chi Chai .. 12

.. Suet, Beef—Sang Ngau Yau .. 16

.. Mutton—Sang Young Yau .. 24

.. Veal—Ngau Chai Yau .. 20

.. Sausages—Ngau Chai Chong .. 20

## Meat.

Salmon—Ma Yan Yu .. 10 32

Shark—Sa Yu .. 9

Skate—Po Yu .. 10

Shrimps—Ha .. 24

Snapper—Lap Yu .. 22

Soles—Tat Sa Yu .. 20

Tench—Wan Yu .. 18

Turbot—Cho How Yu .. 20

Turtles, small, fresh water—Kerk Yu .. 60

White Bait—Ngau Yo Chai .. 1

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..

.. ..



